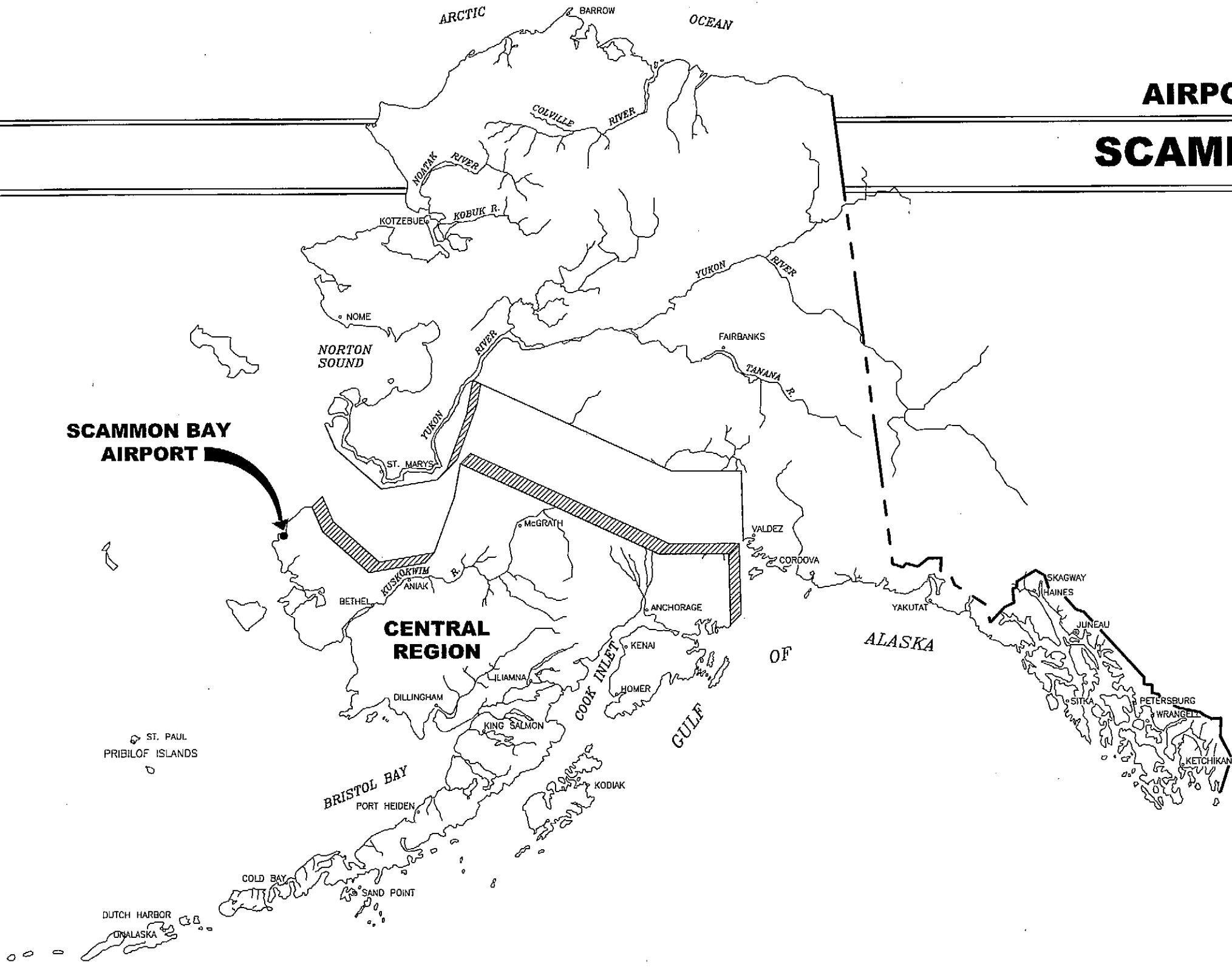
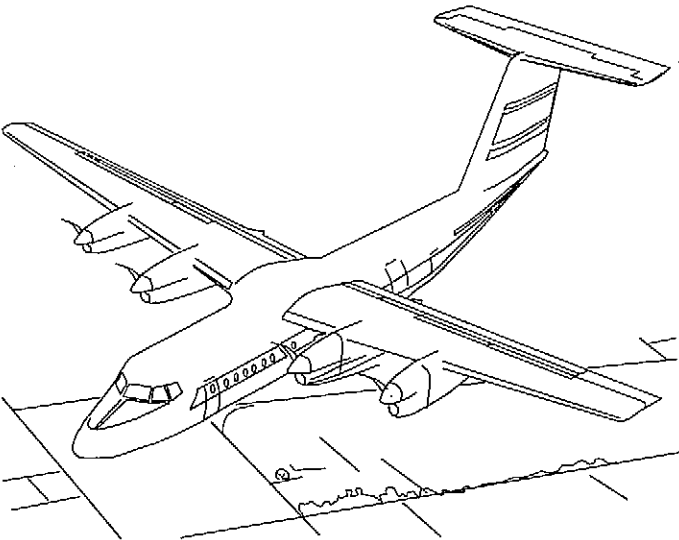


AIRPORT LAYOUT PLAN FOR SCAMMON BAY AIRPORT

2004

DRAWING INDEX

- 1 - COVER SHEET AND INDEX
- 2 - VICINITY MAP AND DATA TABLES
- 3 - EXISTING LAYOUT PLAN
- 4 - PLAN AND PROFILE
- 5 - INNER PORTION OF THE APPROACH SURFACE
- 6 - AIRPORT AIRSPACE
- 7 - PROPERTY PLAN
- 8 - NARRATIVE REPORT



**SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION**

CONCUR *Gordon C. Keith* **DATE** 1/10/04
GORDON C. KEITH, P.E. **DIRECTOR OF CONSTRUCTION AND OPERATIONS**
APPROVED *Robert A. Campbell* **DATE** 1/8/04
ROBERT A. CAMPBELL, P.E. **REGIONAL PRECONSTRUCTION ENGINEER**

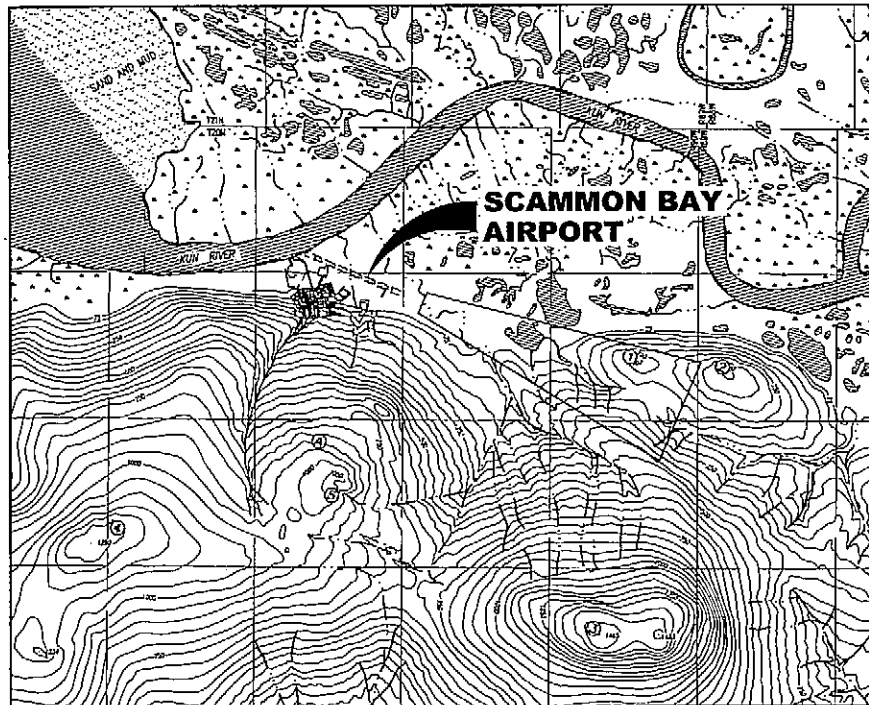
AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL *2/2/04*
SUBJECT TO ALP APPROVAL LETTER DATED *2/2/04*
By: *Robert A. Campbell* **DATE** *2/2/04*
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-801

F.A.A. AIRSPACE REVIEW NUMBER:
03-AAL-18NRA

**SCAMMON BAY AIRPORT
AIRPORT LAYOUT PLAN**

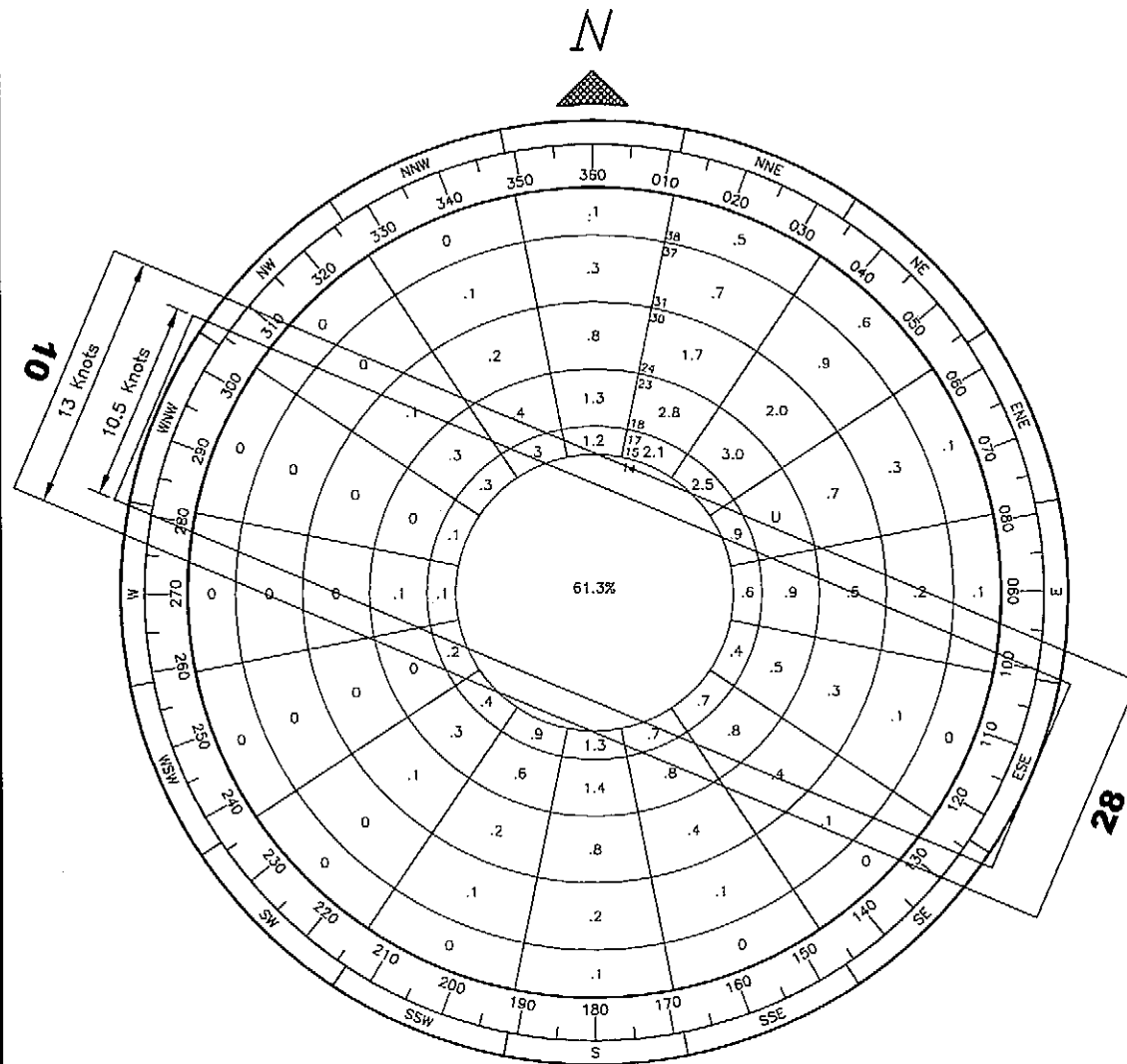
SHEET 1 OF 8

File and Date of Last Revision:
W:\cdg\data\scammonbay\ALP\SCAM_ALP.DWG 1/5/2004 12:59:15 PM AST



VICINITY MAP

T 20, R 89 W, SEC. 3, 10, & 11
SEWARD MERIDIAN
U.S.G.S. HOOPER BAY (D-2), ALASKA



WIND DATA

WIND COVERAGE: SPEED R/W 10/28
10.5 KNOTS 67.60%
13 KNOTS 70.91%
SOURCE: DATA PROCESSING DIVISION ETAC/U.S.A.F.
AIR WEATHER SERVICE/MAC
STATION: CAPE ROMANZOF, ALASKA, A.F.S.
PERIOD: 1953 - 1970
NOTE: IN THE SPRING OF 2002, FAA INSTALLED AN AWOS AT SCAMMON BAY AIRPORT. CURRENTLY IT IS AVAILABLE FOR CALL IN INFORMATION. FAA EXPECTS TO START RECORDING DATA BY JUNE 2004.

NON-STANDARD CONDITIONS

ITEM	EXISTING	STANDARD	ULTIMATE (8-II)
ULTIMATE R/W WIDTH (WIND COVERAGE)		75'	100'

APPENDIX 2 OBSTRUCTION TABLE

RUNWAY	OBSTRUCTION	SURFACE ELEVATION	OBSTRUCTION ELEVATION	DISPOSITION

RUNWAY DATA

ITEM	RUNWAY 10/28	
	EXISTING	ULTIMATE
EFFECTIVE GRADE	0.18%	0.18%
% WIND COVERAGE	10.5 KNOTS 67.60%	13 KNOTS 70.91%
	16 KNOTS 78.25%	
INSTRUMENT RUNWAY	NONE	NPI (10), VISUAL (28)
RUNWAY SURFACE	GRAVEL	GRAVEL
PAVEMENT STRENGTH	N/A	N/A
APPROACH SURFACES	20:1	34:1 (10), 20:1 (28)
VISIBILITY MINIMUM	> 1 mile	1 mile
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING	REFL. CONES	REFL. CONES
RUNWAY NAVIGATION AIDS	NONE	PAPI, REIL
RUNWAY TYPE	UTILITY	>UTILITY
AIRCRAFT APPROACH CATEGORY	A	B
AIRCRAFT DESIGN GROUP	II	II
RUNWAY DIMENSION	75' x 3000'	100' x 4000'
RUNWAY SAFETY AREA DIMENSION	150' x 3600'	150' x 4600'
RUNWAY OBJECT FREE AREA DIMENSION	500' x 3600'	500' x 4600'
RUNWAY OBSTACLE FREE ZONE DIMENSION	250' x 3400'	250' x 4400'
RUNWAY PROTECTION ZONE DIMENSIONS	INNER 250' OUTER 450' LENGTH 1000'	500' 700' 1000'
GEODETIC POSITIONS (N.A.D. 83)		
THRESHOLD 10	LAT. 61°50'46.22" N LONG. 165°34'54.18" W	61°50'46.22" N 165°34'54.18" W
THRESHOLD 28	LAT. 61°50'34.47" N LONG. 165°33'58.82" W	61°50'30.55" N 165°33'37.70" W

TAXIWAY DATA

ITEM	EXISTING	ULTIMATE
TAXIWAY WIDTH	35'	35'
TAXIWAY SAFETY AREA WIDTH	80'	80'
TAXIWAY OBJECT FREE AREA	131'	131'

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (M.S.L.)	22.0'	22.0'
AIRPORT REFERENCE POINT (A.R.P.)	LAT. 61°50'40.35" N LONG. 165°34'25.50" W	61°50'38.39" N 165°34'15.94" W
TAXIWAY LIGHTING	MIRL	MIRL
RAMP LIGHTING	NONE	NONE
MEAN MAX. TEMPERATURE, HOTTEST MONTH (HOOPER BAY)	56°F	56°F
MAGNETIC DECLINATION, YEAR	13°46' E 2002	
AIRPORT REFERENCE CODE	A-II	B-II
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	NONE
AIRPORT NAVIGATION AIDS	ROT. BEACON GPS	ROT. BEACON GPS

LEGEND

ITEM	EXISTING	ULTIMATE
PROPERTY LINE		
BUILDING RESTRICTION LINE		
AIRPORT REFERENCE POINT (A.R.P.)		
WIND CONE AND SEGMENTED CIRCLE		
CONTOURS		
ROADWAYS		
BUILDINGS		
ROTATING BEACON		
SHORELINE		
MONUMENT		
THRESHOLD LIGHTS		
FENCE		

\\cad\data\scammonbay\ALP\SCAM_ALP.DWG 1/5/2004 12:59:15 PM AST

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 2/2/04
BY: *[Signature]* DATE: 2/2/04
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-601
F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-18NRA

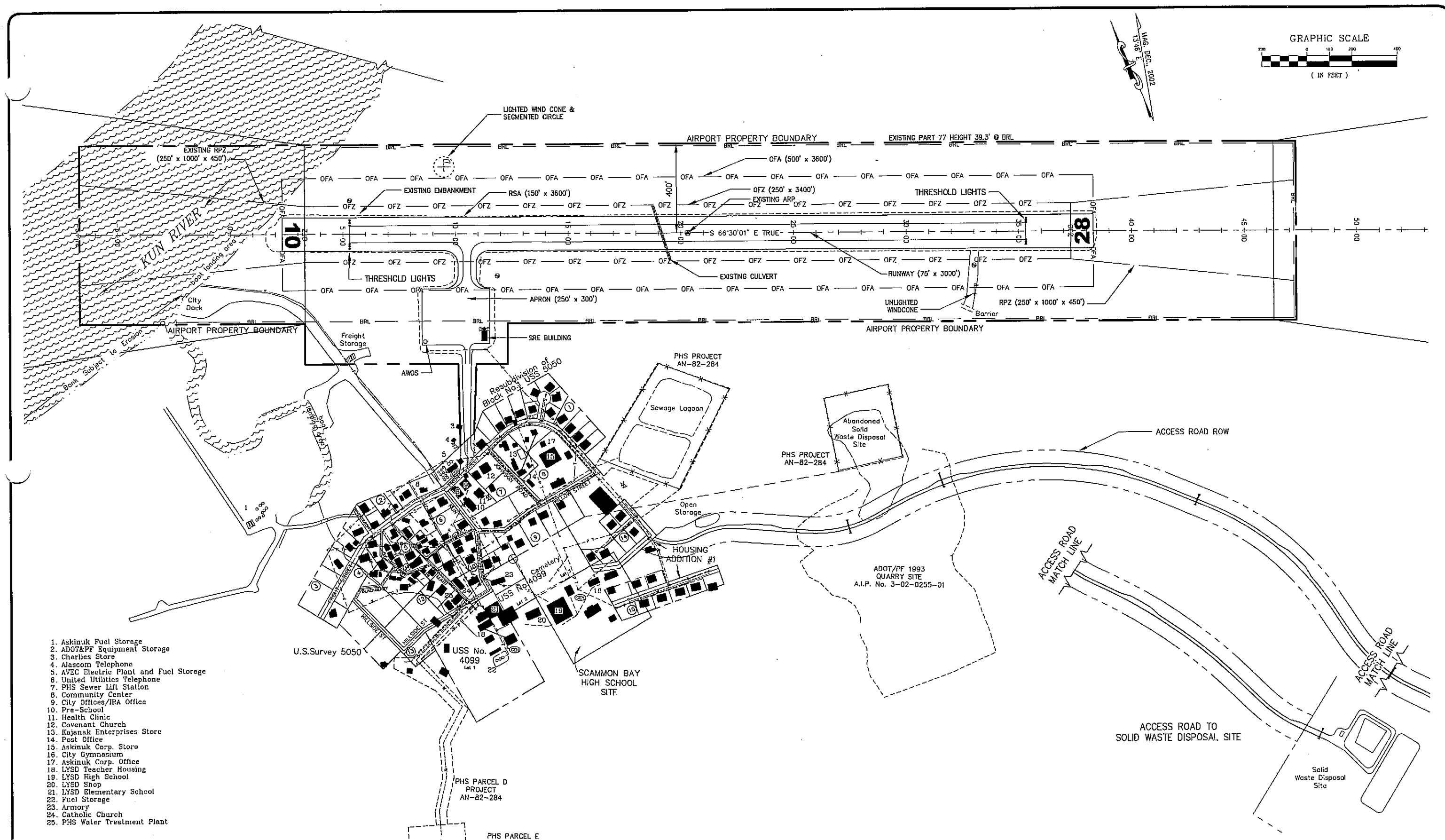
BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
APPROVED: *[Signature]* DESIGN SECTION CHIEF
STEPHEN M. RYAN, P.E.
APPROVED: *[Signature]* PROJECT MANAGER
HARVEY M. DOUTHETT, P.E.

DATE 01/05/04
DESIGN JMR
DRAWN MGT
CHECKED TJS

SCAMMON BAY AIRPORT
AIRPORT LAYOUT PLAN
VICINITY MAP AND DATA TABLES

SHEET
2 OF
8



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 1/2/04

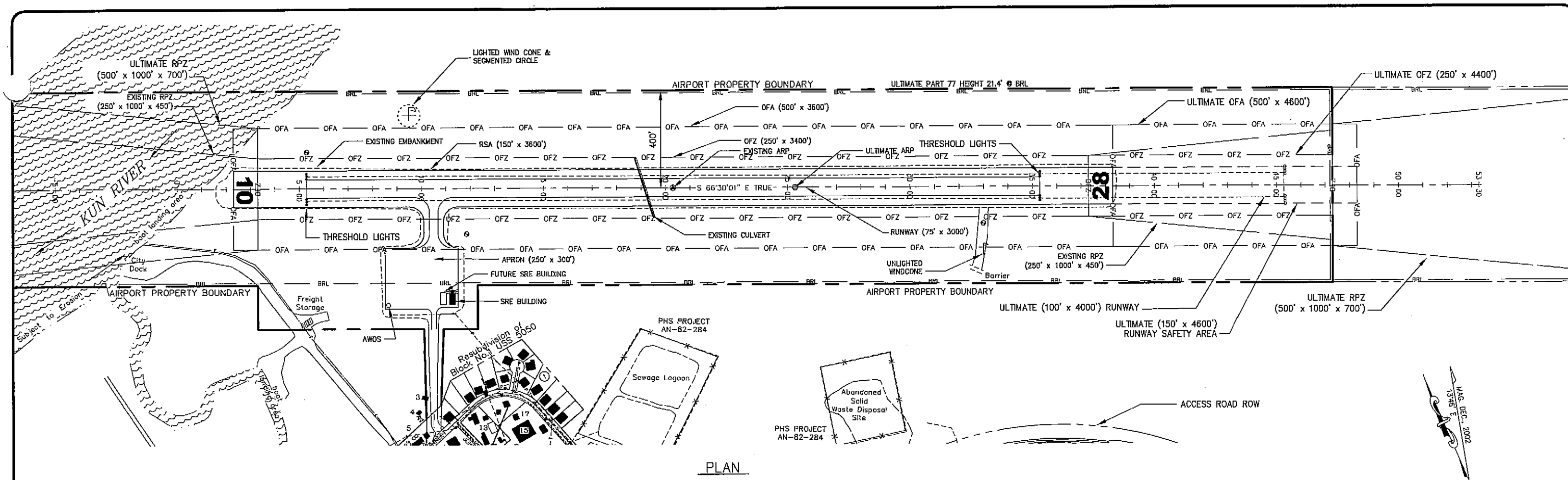
FAA AIRSPACE REVIEW NUMBER: 03-AAL-18NRA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

DATE 01/05/04

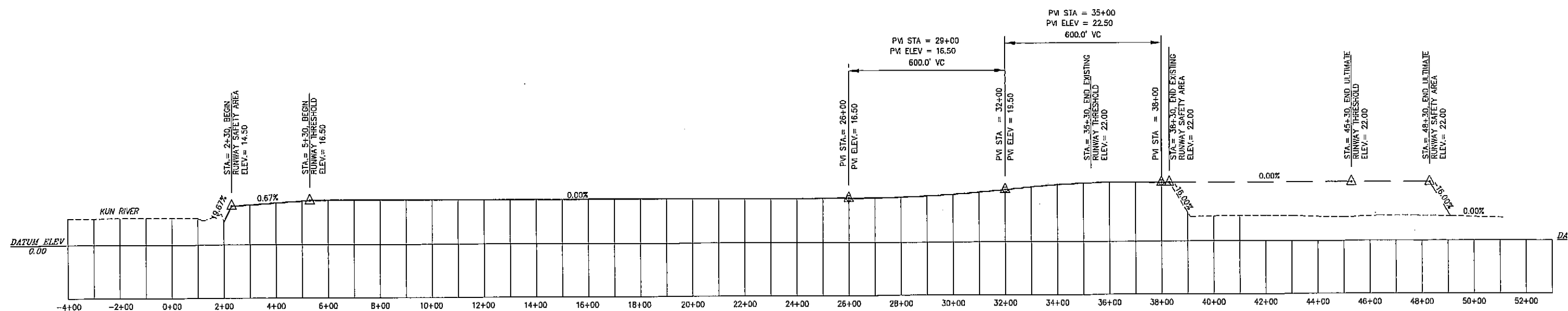
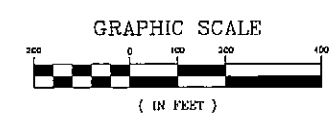
OF

8



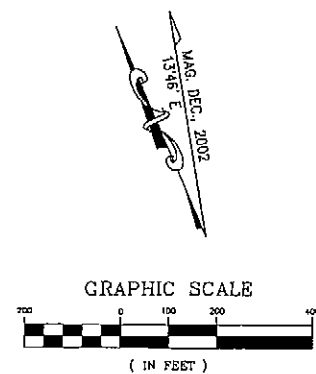
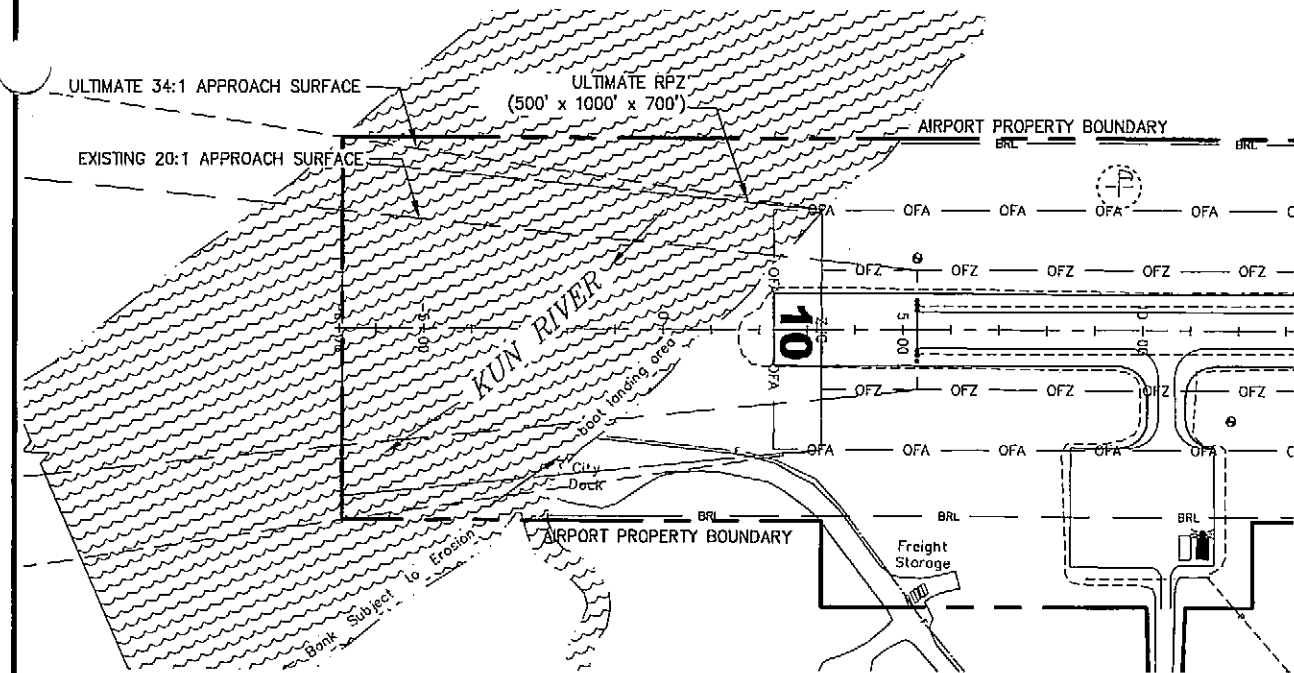
PLAN

NOTE: NO OFZ OBJECT PENETRATIONS.

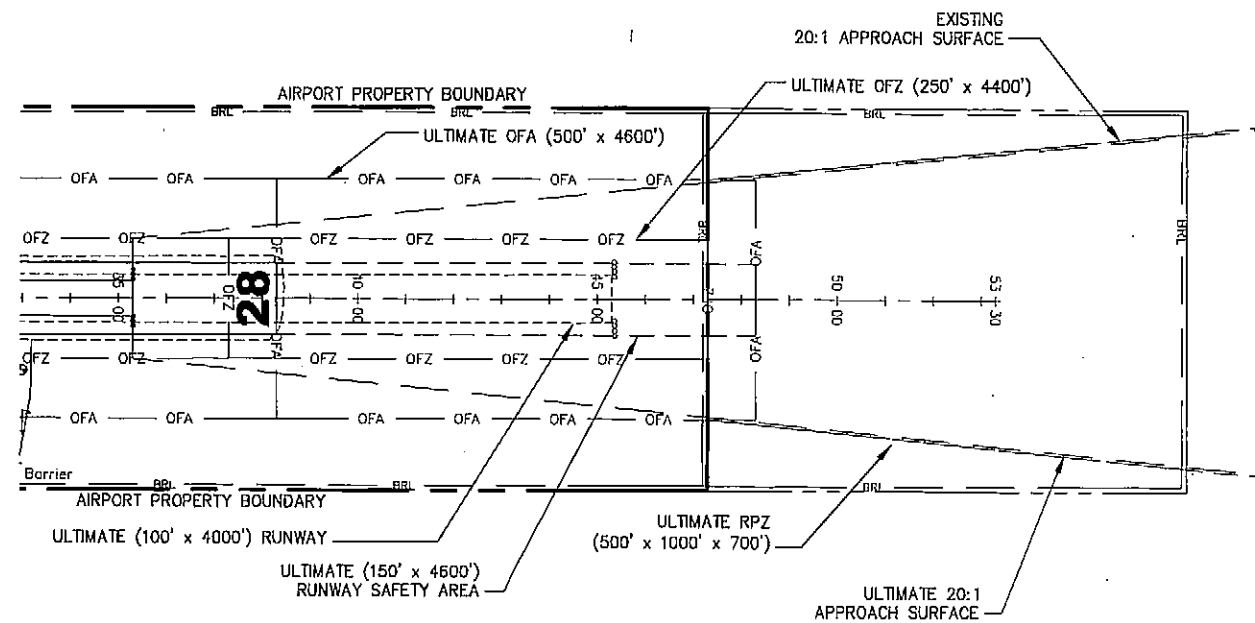
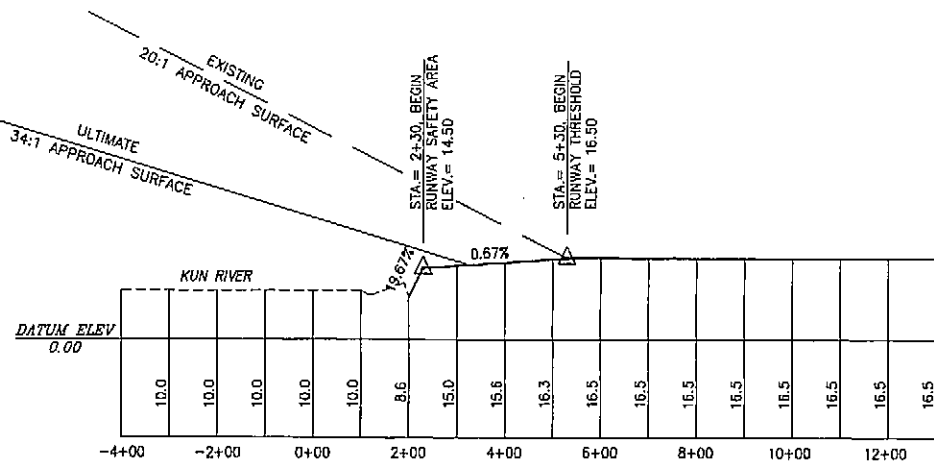


PROFILE

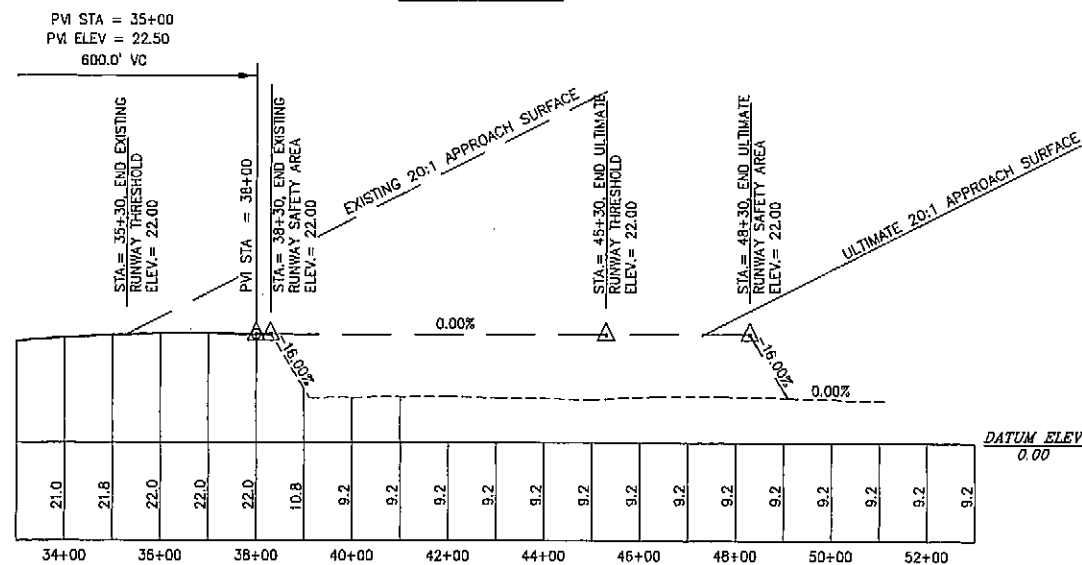
FILE: DATE:		AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 2/2/04 By: <i>[Signature]</i> DATE: 2/2/04 FAA AIRPORTS DIVISION ALASKAN REGION, AAL-601 F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-18NRA		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION APPROVED: <i>[Signature]</i> DESIGN SECTION CHIEF STEPHEN M. RYAN, P.E. APPROVED: <i>[Signature]</i> PROJECT MANAGER HARVEY M. COUTRILL, P.E.		DATE 01/05/04 DESIGN JMR DRAWN MGT CHECKED TJS		SCAMMON BAY AIRPORT AIRPORT LAYOUT PLAN RUNWAY PLAN AND PROFILE		SHEET 4 OF 8	
----------------	--	---	--	--	--	---	--	--	--	-----------------	--



RUNWAY 10



RUNWAY 28



NOTES:

1. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS - SEE NARRATIVE SHT. 8
2. OBSTRUCTION CLEARANCE SLOPE RW 10 > 50:1, RW 28 26:1 - SEE SHEET 6

g:\data\scammonbay\ALP\SCAM_ALP.DWG 1/5/2004 12:59:15 PM AST

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 2/2/04
By: *[Signature]* DATE: 2/2/04
FAA AIRPORTS DIVISION
ALASKA REGION, AAL-601
F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-18NRA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
STEPHEN M. RYAN, P.E.
APPROVED: *[Signature]* PROJECT MANAGER
HARVEY M. DOUTHETT, P.E.

DATE 01/05/04
DESIGN JMR
DRAWN MGT
CHECKED TJS

SCAMMON BAY AIRPORT

AIRPORT LAYOUT PLAN
INNER PORTION OF THE APPROACH SURFACE

SHEET

5

OF

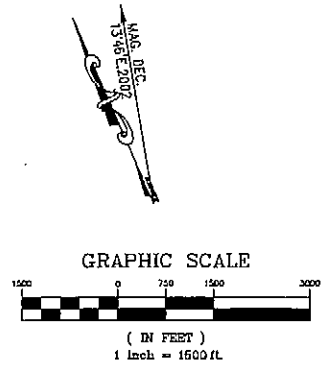
8

Date Plotted: 01/05/04
Plot Ratio and Layout: 1=1, layout= W:\ed\delia\acurmonby\ALP\SCM_ALP.P06 1/5/2004 12:59:15 PM AST
File: MGT



F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE						
Obstruction ID	Description	Obstruction Elevation	Surface Penetrated	Part 77 Surface Elevation	Max. Amount of Penetration	Disposition
A	TERRAIN	172'-1050'	HORIZONTAL	172'	880'	NONE
B	TERRAIN	172'-1465'	CONICAL	172' - 372'	1135'	NONE
1	TERRAIN	307'	HORIZONTAL	172'	135'	NONE
2	TERRAIN	437'	CONICAL	172' - 372'	215'	NONE
3	TERRAIN	1465'	CONICAL	172' - 372'	1135'	NONE
4	TERRAIN	1290'	CONICAL	172' - 372'	990'	NONE
5	TERRAIN	1050'	HORIZONTAL	172'	880'	NONE

- NOTES:
1. OBSTRUCTION ELEVATIONS ARE ESTIMATED FROM USGS MAPPING.
 2. ULTIMATE AIRPORT ELEVATION IS 22.0'.
 3. USGS QUADRANGLE MAPS HOOVER BAY D-2, ALONG WITH YEAR 1997 PHOTO-BASED MAPPING WERE USED FOR THE BASE MAP.



— OBSTRUCTION

F.A.A. AIRSPACE REVIEW NUMBER:
03-AAL-18NRA

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 2/2/04

By: [Signature] DATE: 2/2/04
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-801

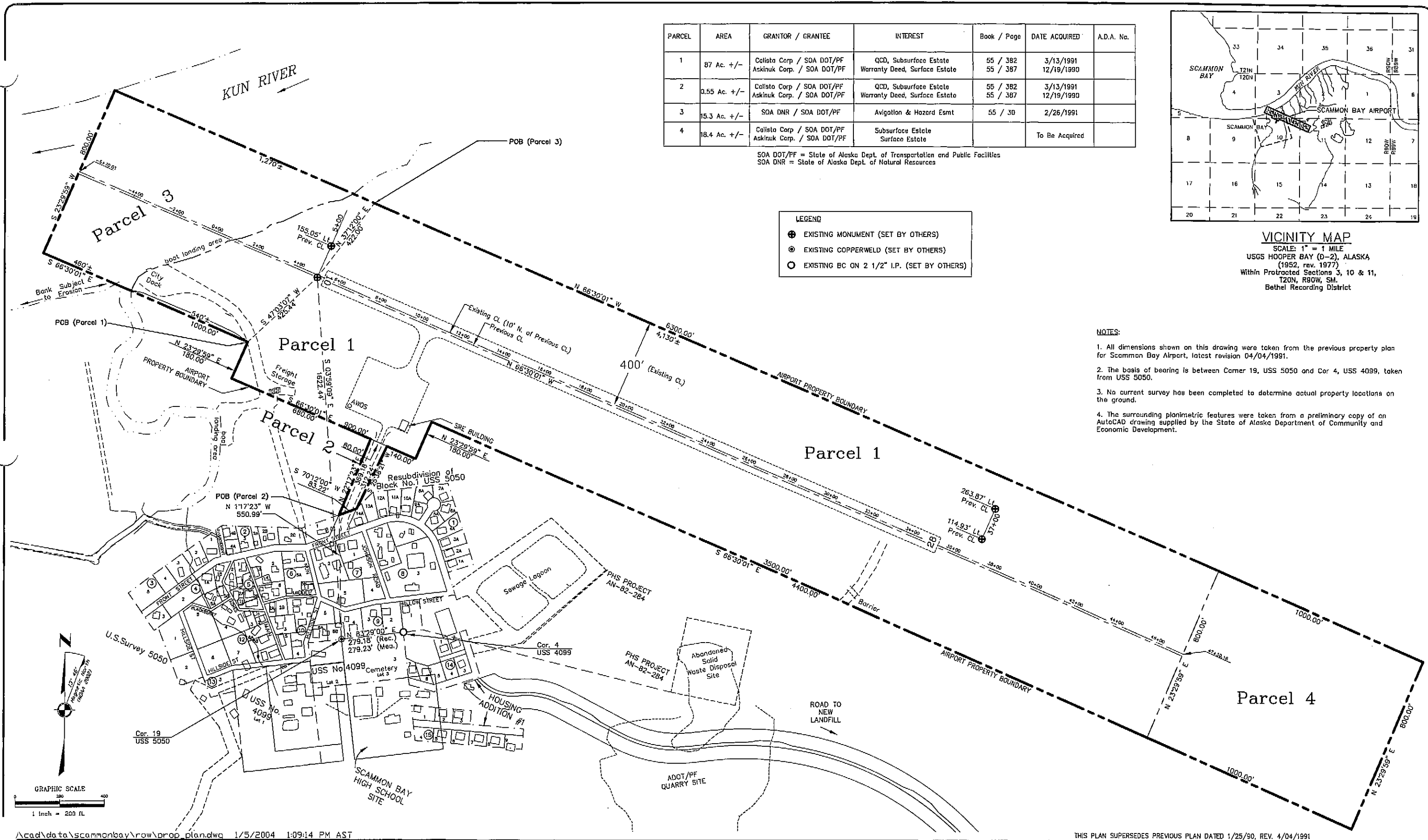
DATE 01/05/04
DESIGN JMR
DRAWN MGT
CHECKED TJS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
DESIGN SECTION CHIEF [Signature]
APPROVED: STEPHEN W. RYAN, P.E.
APPROVED: HARVEY M. DOUTHETT, P.E.

AIRPORT
AIRPORT LAYOUT PLAN
AIRPORT AIRSPACE

SHEET 6 OF 8

REVISIONS
BY DATE



PARCEL	AREA	GRANTOR / GRANTEE	INTEREST	Book / Page	DATE ACQUIRED	A.D.A. No.
1	87 Ac. +/-	Callisto Corp / SOA DOT/PF Askinuk Corp. / SOA DOT/PF	QCD, Subsurface Estate Warranty Deed, Surface Estate	55 / 382 55 / 387	3/13/1991 12/19/1990	
2	0.55 Ac. +/-	Callisto Corp / SOA DOT/PF Askinuk Corp. / SOA DOT/PF	QCD, Subsurface Estate Warranty Deed, Surface Estate	55 / 382 55 / 387	3/13/1991 12/19/1990	
3	15.3 Ac. +/-	SOA DNR / SOA DOT/PF	Avigation & Hazard Esmt	55 / 30	2/26/1991	
4	18.4 Ac. +/-	Callisto Corp / SOA DOT/PF Askinuk Corp. / SOA DOT/PF	Subsurface Estate Surface Estate		To Be Acquired	

SOA DOT/PF = State of Alaska Dept. of Transportation and Public Facilities
SOA DNR = State of Alaska Dept. of Natural Resources

LEGEND

- ⊕ EXISTING MONUMENT (SET BY OTHERS)
- ⊙ EXISTING COPPERWELD (SET BY OTHERS)
- EXISTING BC ON 2 1/2" I.P. (SET BY OTHERS)

NOTES:

- All dimensions shown on this drawing were taken from the previous property plan for Scammon Bay Airport, latest revision 04/04/1991.
- The basis of bearing is between Corner 19, USS 5050 and Cor 4, USS 4099, taken from USS 5050.
- No current survey has been completed to determine actual property locations on the ground.
- The surrounding planimetric features were taken from a preliminary copy of an AutoCAD drawing supplied by the State of Alaska Department of Community and Economic Development.

Acad\data\scammonbay\row\prop.plandwg 1/5/2004 1:09:14 PM AST

THIS PLAN SUPERSEDES PREVIOUS PLAN DATED 1/25/90, REV. 4/04/1991

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED 2/2/04		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		DATE 02/05/03 DESIGN DRAWN PLH CHECKED		SHEET 7 OF 8	
BY: <i>[Signature]</i> DATE: 2/2/04 FAA AIRPORTS DIVISION ALASKAN REGION, AAL-601		APPROVED: <i>[Signature]</i> STEPHEN M. RYAN, P.E. DESIGN SECTION CHIEF					
F.A.A. AIRSPACE REVIEW NUMBER: 88-AAL-18NRA		APPROVED: <i>[Signature]</i> HARVEY M. DOUTHITT, P.E. PROJECT MANAGER					
FILE:		BY	DATE	REVISIONS			

SCAMMON BAY AIRPORT NARRATIVE REPORT

A. Purpose

This narrative report is included with the Airport Layout Plan (ALP) for Scammon Bay in accordance with Federal Aviation Administration (FAA) Airport Design Advisory Circular (AC) 150/5300-13, Change 6, Appendix 7. The rationale for improvements to the Scammon Bay is outlined in this narrative report.

B. Introduction

This Airport Layout Plan supersedes the Scammon Bay ALP approved by the FAA on February 8, 1991.

Scammon Bay is located on the south bank of the Kun River, one mile from the Bering Sea. It lies to the North of the 2,300-foot Askinuk Mountains on the Yukon-Kuskokwim Delta. It lies approximately 61° 50' N Latitude, 165° 35' W Longitude (Sec. 10, T02DN, R09OW, Seward Meridian). The community is incorporated as a second class city with a mayor-council form of government.

The 2001 U.S. census documents a population of 465 persons at Scammon Bay.

Population History:

1940	88
1950	103
1960	226
1970	166
1980	250
1990	343
2000	465

Scammon Bay is a Yup'ik Eskimo community that relies on fishing and subsistence activities. Most residents travel to the Black River each summer for fish camp, 50 miles to the north. Employment is focused on commercial fishing. Fire fighting for BLM, construction projects and handicrafts also provide seasonal income. Subsistence activities provide fish, beluga whale, walrus, seal, birds and berries.

C. Airport Usage and Forecasts

The Alaska Aviation System Plan (AASP) has designated this airport as a Community Class Airport, which is defined as the primary access to a small rural community of at least 25 permanent year-round residents without reliable alternate year round access.

Since there is no tower at the Scammon Bay Airport, estimates of aircraft are based on the fleet of current users and current schedules and the Airport Master Record (FAA Form 5010). The FAA Form 5010 reports the following data for annual operations:

Air Taxi	1,000
GA Local	0
GA Itinerant	300
Military	0
Total	1,300

The FAA reports 2,500 enplanements at Scammon Bay for 2001.

A survey conducted by the current operators report the following data for annual operations:

Air Taxi 3216
Charters 265

The current operators report 10,275 enplanements at Scammon Bay for 2001.

See Table 1 for operators and aircraft using the Scammon Bay airport at this time.

Currently, Tanana Air operates a daily flight five days a week to Scammon Bay. Bell Air, Larry's Flying Service, and Flight Alaska, operate daily flights six days a week to Scammon Bay. Arctic Transportation Service and Arctic Circle Air operate daily flights three days a week to Scammon Bay. Era Aviation operates two daily flights six days a week to Scammon Bay. Hageland Air and Grant Air operate two daily flights six days a week and one daily flight one day a week. All Air Services deliver mail to Scammon Bay, except Yukon Aviation and Craig Air. Grant Air holds the medical contract. All Air Services fly to and from Bethel. Penn Air, Northern Air Cargo, and Evergreen International do not currently conduct any operations at the Scammon Bay airport nor do any of these operators plan to in the future. There are no aircraft based at Scammon Bay.

See Table 2, for the forecast of future operations according to the survey conducted by the current operators. The projected future aircraft operations are based on current conditions for 5, 10, and 20 years into the future. These estimates are based on population forecasts, forecasts of current activity levels along with phone surveys of the carriers. The growth used for the Scammon Bay Airport is estimated at 3% a year (1.03ⁿ where n equals the number of years). These parameters were considered to be a better predictor of the future activity than combining traditional forecasting parameters of the future operations with future aircraft.

D. Staged Development

Near-Term Development (0-5 years)

A grant was issued in 2003 to construct a one bay snow removal equipment building, its estimated cost is \$650,000.

Mid-Term Development (6-10 years)

There is no mid-term development plan for Scammon Bay Airport.

Long-Term Development (11-20 years)

To increase the existing runway dimensions to 100 feet by 4,000 feet. It is estimated to cost \$2,300,000 million in 2002 dollars.

E. Design Rationale

1. Airport Reference Code (ARC)

The existing Airport Reference Code is A-II. There are a category A-I, A-II, and B-I aircraft operating on a regular basis at this facility and occasional use by B-II aircraft. There is occasional use by aircraft above A-II, but does not justify a higher ARC.

The most demanding aircraft to use the airport on a regular basis is the Piper Navajo. The Piper Navajo, a category B group I aircraft having an approach speed of 100 knots, wingspan of 40.7 feet, and a maximum take off weight of 6200 lbs. The Yukon Kuskokwim Transportation Plan assumes that the future demands of the community will require the use of a Dash 8, which is a category A group III aircraft.

2. Wind Coverage

Currently, there is no wind data available for Scammon Bay. The wind data collected at Cape Romanzof, located 50 miles southwest from Scammon Bay, was used to perform wind coverage analysis. The existing runway 10-28 alignment provides 70.91% coverage for 13-knot crosswind component and 67.60% coverage for 10.5-knot crosswind component.

In 2001 FAA installed an AWOS at the Scammon Bay Airport. Currently, the system is operational for call up, but is not recording. FAA intends to start recording data by June 2004.

The crosswind runway will not be analyzed until wind data for Scammon Bay is available.

3. Runway and Taxiway

The existing runway length is 3,000 feet. The existing runway and taxiway width is designed to accommodate Group II aircraft.

The 2002 Yukon-Kuskokwim Delta Transportation Plan recommends that the Scammon Bay airport runway dimensions be increased to 4,000 feet by 100 feet in the long-term development plans.

4. Apron

The existing Apron is 250 feet by 300 feet and is setback 250 feet from the runway. The apron design meets the recommended standards. Currently the apron contains an AWOS and one snow removal building with a rotating beacon. There will be a second snow removal building constructed next to the existing building in 2003. Currently aircraft tie-downs are not available.

F. Property Status

The existing Scammon Bay Airport is operated by DOT & PF and is located on approximately 117 acres of land. A property plan has been included as part of this ALP.

G. Hazards to Navigation

The sewage lagoon in Scammon Bay is approximately 580 feet away from the runway. The solid waste disposal site is approximately 3,900 feet away from the existing runway & 3,200 feet from the ultimate runway. Both of sites are less than the recommended 5,000 feet. Correspondence with DEC shows there are no plans to relocate the sewage lagoon. A letter of non-objection was received by DEC for the solid waste disposal site from FAA on November 17, 1997. A wildlife hazard assessment will be requested prior to increasing runway dimensions.

H. Appendix 2 Obstructions

According to the information DOT & PF has there are no threshold siting surface object penetrations for runway 10/28. The Scammon Bay Airport meets the requirements for straight in night operations, although no surveys were performed to verify this.

Appendix 2 section e of paragraph 5 of the Airport Design AC is for approach end of runways expected to support instrument straight-in night operations. Requirements are that no object should penetrate a surface that starts 200 feet out from the threshold and slopes upward from the starting point at a slope of 20(horizontal) to 1(vertical). Additionally the surface extends laterally 400 feet on either side of the centerline.

I. Community Involvement

A copy of the Airport Layout Plan was sent to the community on February 10, 2003 for their review, comments were received November 2, 2003.

J. Modifications to Standards

The runway length is 3,000 feet. The recommended standard length for a community class runway is 3,300 feet.

K. Encroachments in Part 77 Surfaces

There are terrain obstructions on the south & west of the airport. The terrain penetrates the horizontal and conical surfaces to a maximum height of 1135 feet. The obstructions will not be removed.

L. Future Land Development

Property will be acquired on the east end of the runway for the 1,000-foot runway expansion.

Table 1
Operators and Aircraft Using Scammon Bay

OPERATOR	AIRCRAFT	DESIGN GROUP
Bell Air	Piper Cherokee	A-I
	Cessna 207	A-I
Alaska Central Express	Beech Airliner 1900	B-II
	Piper Saratoga	A-I
Tanana Air	Cessna 172	A-I
	Cessna 182	A-I
Craig Air	Cessna 207	A-I
	Cessna 172	A-I
Yukon Aviation	Cessna 207	A-I
	Piper Navajo	B-I
Grant Air	Cessna 208	A-II
	Beech King Air	B-II
Larry's Flying Service	Cessna 207	A-I
	Cessna 172	B-II
Arctic Transportation Service	Piper Saratoga	A-I
	Piper Navajo	B-I
Arctic Circle Air	Cessna 207	A-I
	Cessna 402	B-II
Flight Alaska	Cessna 212	A-II
	Cessna 206	A-I
Village Aviation	Cessna 207	A-I
	Cessna 208	A-II
Hageland Aviation	SC-7 Short Sky Van	A-II
	Cessna 207	A-I
Era Aviation	Piper Navajo	B-I
	Cessna 212	A-II
Hageland Aviation	Cessna 206	A-I
	Cessna 207	A-I
Era Aviation	Cessna Grand Caravan	A-II
	Cessna F-406	B-II
Era Aviation	DHC-6 Twin Otter	A-II

Table 2
Forecast of Future Operations

ITEM	Present	0 - 5 yrs	6 - 10 yrs	11 - 20 yrs
Total Annual Operations	3480	4034	4676	6285
Annual Enplanements	10275	11911	13608	18557
Annual Scheduled Operations	3215	3727	4320	5806
Annual Non-Scheduled Operations	265	307	356	478

W:\data\scammonbay\ALP\SCAM_ALP.DWG 1/5/2004 12:59:15 PM AST

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
SUBJECT TO ALP APPROVAL LETTER DATED 2/2/04

By: *[Signature]* DATE: 2/2/04
FAA AIRPORTS DIVISION
ALASKAN REGION, AAL-801

F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-18NRA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
STEPHEN M. RYAN, P.E.
APPROVED: *[Signature]* PROJECT MANAGER
HARVEY M. DOUTHIT, P.E.

DATE 01/05/04
DESIGN JMR
DRAWN MGT
CHECKED TJS

SCAMMON BAY AIRPORT

AIRPORT LAYOUT PLAN
NARRATIVE REPORT

SHEET

8

OF

8